



TRANSPORTATION INSTITUTE

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May 12, 2006

David Dye
Washington State Department of Transportation
Urban Corridors Office Administrator
Wells Fargo Building
999 Third Avenue, Suite 3230
Seattle, WA 98104

Mr. Dye:

I am writing on behalf of the Transportation Institute to share our thoughts concerning project direction for SR519 Phase II being pursued by WSDOT's Urban Corridors Office. The Transportation Institute (T.I.) is a national research and educational association representing over 100 U.S.-Flag Merchant Marine companies in the Coastwise, Rivers, Great Lakes and foreign trades. Our national office is based in Washington, D.C. with a regional West Coast office in Seattle. Here in Washington our members include Crowley Maritime Corporation, Horizon Lines, Inc., Totem Ocean Trailer Express, Inc., Matson Navigation, Inc. and Alaska Tanker Corporation.

The Transportation Institute urges WSDOT to implement a solution to the ever-growing traffic and freight mobility disruptions caused by the reassessment of the original Phase II solution to traffic mitigation in Seattle's South Downtown area. Specifically, the most direct, feasible, cost-effective, and safe route to pursue in mitigating the confluence of port, freight, and passenger road and rail traffic in the South Downtown area is the Royal Brougham Way overpass. This key component of a collaborative regional traffic mitigation effort was agreed to by local entities and funded, in part, by the Legislature. It remains a mystery as to how it has been bushwhacked following the 2000 agreement which specifically referenced this project. The recent proposed design alternative to Royal Brougham can be faulted in numerous ways, not least of which is there is not adequate funding and it is too difficult a path for our increasing volume of seaport trade. Such trade supports the vital import and export economy held dear by citizen-taxpayer and business interests alike in every region of our state. This entry and egress to our state's top container port and ferry terminal is critical to urban, suburban, and rural areas of Washington.

Furthermore, please assure that the resolution to this matter is given greater transparency. There are a variety of regional and waterfront stakeholders who have been effectively disbarred from significant input into a project that was taken for granted as a certainty after arduous effort years ago.

Thank you for your consideration and interest.

Sincerely yours,

Richard Berkowitz

Director, Pacific Coast Operations

cc: D. MacDonald

D. O'Neal